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DEPARTMENT FOR IO/T AND EB/TRA
MONTREAL FOR US MISSION TO ICAO
FAA FOR JIM FILIPPATOS, DI REIMOLD, AND CARL BURLESON
DHS FOR TSA JILLENE MACCREERY

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TAGS: [EAIR](#) [ETRD](#) [SENV](#) [ECON](#) [PREL](#) [NO](#)

SUBJECT: NORWEGIANS TO BACK U.S. ON AVIATION SAFETY, EU ON
AVIATION EMISSIONS AT ICAO

REF: A. STATE 77572

[1](#)B. STATE 83246

[1](#)C. OSLO 605

[1](#)1. (SBU) On June 25, Post received the following response from the Norwegian Ministry of Transportation regarding aviation security, aviation safety, and environmental positions at September's ICAO assembly in Montreal. Norway backs our positions on aviation safety and security while supporting the EU's position on using charges, emissions trading, and other market-based mechanisms to help Contracting States control their emissions.

BACKING USG POSITIONS ON AIR SAFETY, SECURITY, AND NAVIGATION

[1](#)2. (SBU) Norway will support USG positions on the Universal Safety Oversight Audit Program (USOAP) and on Safety Oversight and Safety Enhancements. Norway agrees with us that information from audits should be available to the entire civil aviation industry without legal barriers; however, safety information should be compatible with the taxonomy of the ICAO Accident and Incident Reporting System. Norway also supports the use of risk analysis in safety-related work. Norway will most likely support the U.S. on safety oversight-technical assistance and unmanned aircraft systems. Norway agrees with, and does not have any specific comments on, the USG working paper on aviation security.

BACKING THE EU ON ENVIRONMENTAL REGULATION

[1](#)3. (SBU) Norway supports the EU initiative to include the aviation sector in the EU emission trading scheme. Norway will request that the ICAO Assembly facilitate the use of market-based measures, including charges and emissions trading, to help ICAO Contracting States manage emissions. The full text of Norwegian response on environmental regulation appears below.

Begin text of Norwegian response:

"Civil Aviation has brought great benefits to modern society and is important for the global economy because it facilitates economic growth and cultural exchange and is a significant source of employment. Furthermore, for countries such as Norway, well functioning aviation services are vital in sustaining and developing rural society.

In order to enable global society to enjoy the great benefits from aviation in the future, it is vital that civil aviation becomes as efficient as possible, minimizing its costs (including environmental costs) and optimizing its benefits. We believe that use of market based instruments is the best way of achieving this goal. If we do not introduce cost effective measures now, the aviation sector may be facing demands to introduce more drastic measures in the future, undermining the great benefits of aviation so vital to society.

In general, the ICAO should encourage use of market-based instruments as the most cost-effective way to reduce emissions. The assembly should encourage states to impose local emissions charges where serious local air quality challenges exist, both to reduce the problem and to produce more experience and knowledge on how to develop an emissions charging scheme that is as efficient as possible.

The Norwegian government supports the EU initiative to include aviation in their emission trading scheme. In order to ensure that such an endeavor is effective and to avoid discrimination, it is fundamental that the measure be applied to all airlines operating within the scope of the scheme without distinction as to nationality. This approach is reflected in the draft guidance that the ICAO Council has adopted and authorized for publication.

While Norway welcomes the work undertaken by ICAO so far on market-based measures, it has no value unless Contracting States effectively use the measures.

Norway will request the Assembly to facilitate the use of market-based measures, including charges and emission trading, to help Contracting States manage these emissions."

End text of Norwegian response.

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